

## **EXHIBIT F**



**POLARIS**

S N O W M O B I L E S 2 0 0 0

PERFORMANCE

TWO-UP

DEEP SNOW

TRAIL LUXURY

FOR MOST OF WINTER'S FIRST SNOWFALL, A POLARIS RIDER'S MIND IS ALREADY  
RACING INTO POWDER. IT'S A LOVE NOT EASILY UNDERSTOOD, UNLESS YOU'VE  
BEEN ON OUR SLIPS. WE'VE BEEN SLIDING FIELDS LIKE A POLARIS. WE SHOULD KNOW.  
WE DESIGN THEM. WE RIDE THEM. AND, WE METICULOUSLY BUILD EACH OF THEM  
WITH OUR OWN UNIQUE EXPERIENCES AND UNDYING PASSION FOR SLIDING. IN  
MIND. THAT'S WHY SLIDING WITH A POLARIS IS MORE THAN JUST MACHINERY.  
IT'S A POLARIS. POLARIS IS ABOUT THE BEST SLIDING. WITH AN EYE FOR A  
SMALLER, BECAUSE YOU AND YOUR MACHINERY ARE A BIG POWER AND OUR AIR  
BELL WORKS FOR SLIDING. OUR MACHINERY WITH EVERY PART OF THE MACHINERY.  
THESE BUILDING QUALITY WAY FOR THE PAST 45 YEARS. IT'S THE WAY FOR THE

1-800-541-5411

POLARIS.COM

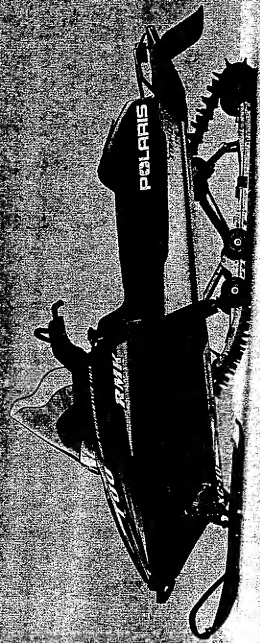
POLARIS

OUR MACHINERY IS THE ONLY MACHINERY THAT CAN SLIDE WITH YOU.

THE POLARIS MACHINERY IS THE ONLY MACHINERY THAT CAN SLIDE WITH YOU.



IT'S NOT JUST A SPORT.  
IT'S A CALLING.



WE'VE NEVER BEEN ONES TO LEAVE WELL ENOUGH ALONE. SO EVEN AFTER 1999, A YEAR WITH THE GREATEST CHANGES IN POLARIS HISTORY, WE'RE STILL GETTING BETTER. FOR 2000, FOUR MODELS COME WITH

ALL NEW DOMESTIC POWERPLANTS (VARIABLE EXHAUST IN THE 500 XC-SP, VARIABLE EXHAUST IN THE 600

POLARIS 2000. PREPARE ALL FI

XC SP & 600 TOURING, AND AN 800 TWIN IN THE 800 RMK). FOUR ADDITIONAL MODELS (SPORT TOURING,

*Tipped-In XC 10 Trailing Arms: Unlike competitive trailing arm designs, these arms put more ski on the trail and give you better control and handling. Which means, you get all the confidence you need to take the course with authority.*

TRAIL TOURING, 600 XC DELUXE, AND THE 500 RMK)

NOW OWN IMPROVED PERFORMANCE ENGINES WITH

EXTRA-ADRENALINE-INDUCING-POWER. MOST MODELS SPORT THE SLEEK, NEW GEN II BODY STYLE. SIXTEEN

MODELS WEAR AN IMPROVED FRONT AND/OR REAR SUSPENSION AND/OR NEW CHASSIS FOR EXTRA

COMFORT. ELEVEN MORE SLEDS UTILIZE NEW HI-PERFORMANCE HYDRAULIC DISC BRAKES WITH "STOP ON A

# VE SENSES TO WORK OVERTIME.

SNOWFLAKE" ABILITY. EIGHT MODELS GOT HOOKED UP WITH QUIET SOUND PACKAGES-THAT DON'T

SACRIFICE PERFORMANCE. AND, FINALLY, 14 MODELS SHED

SIGNIFICANT POUNDS THIS YEAR TO OFFER A LIGHTER, BETTER RIDE.

*Left hand control grouping: It's all in the left. This convenient crowd winning design includes thumb switch, hand and thumbwheel controls, an easy-pull lasso, and, on the 700 XC Deluxe, an electronic shock control.*



YOU'D SEE YOUR BREATH  
IF IT WASH'T ALREADY  
TAKEN AWAY.

500 XC SP

200TH ANNIVERSARY EDITION

POLARIS



TAKE A BIG GULP OF AIR BEFORE YOU

START THESE MACHINES. THEIR ENGINES

ARE BRED FOR PURE PERFORMANCE,

GOOSEED BY OUR VARIABLE EXHAUST

SYSTEM AND KICKED INTO GEAR BY

INCH

OUR XC

TIPRE

POLARIS

POLARIS

P E R F O R M A N C E







## THE 45TH ANNIVERSARY INDY 500 XC SP

After 45 years of making sleds, it's safe to say we know how to make a great sled. A good example is

our limited edition 45th Anniversary 500 XC SP. For 2000, this sled gets the Gen II look and controls,

mirrors, and 45th Anniversary special graphics. As for power, well, when you nail the throttle, just remember where the brake is. It gives

you 16% better performance than last year's 500 XC SP, thanks to a new case read 500 domestic twin with a Variable Exhaust System and rock

cabs. A Throttle Position Sensor gives it outstanding reliability. We've added a new performance seal, larger 12 gallon fuel tank, and low octane fuel

switch. Also, a wider 42.5" skt stance accompanies a superior Indy XC-10 front suspension, Polaris Position Sensitive

Fox™ rear shock, and new 11.5 shocks. Yes, it might be our anniversary, but we're giving you all the goods.

45th Anniversary Edition

500 XC SP

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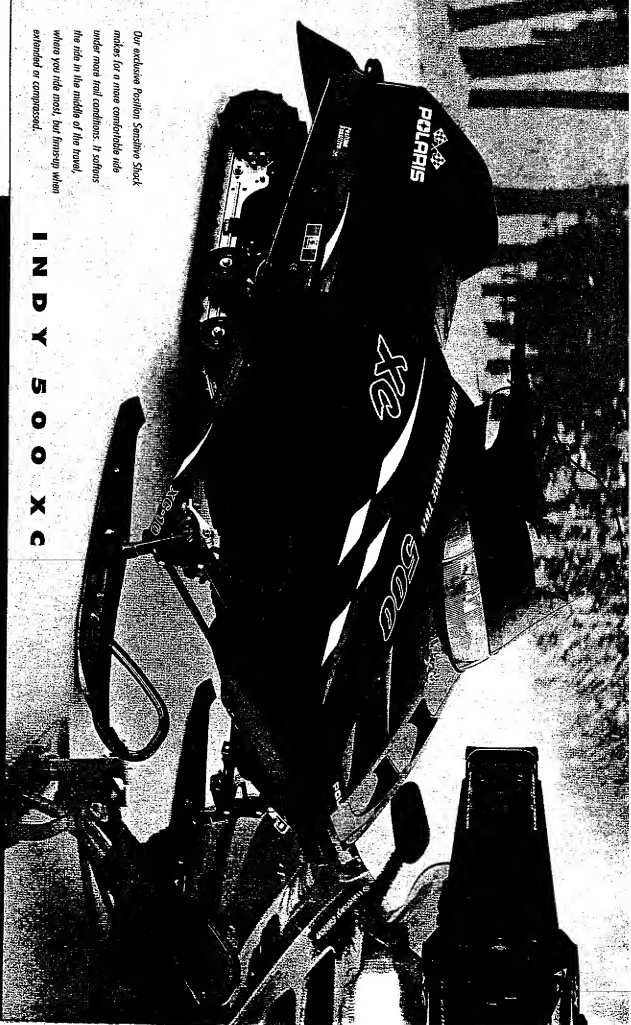
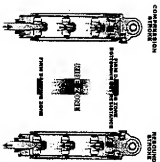
POLARIS  
45th Anniversary

*Polaris Limited Edition 45th Anniversary sleds are available in the 500 XC SP, 600 XC Deluxe, and 700 XC Deluxe. All feature our new Gen II style, controls, mirrors, and special graphics.*

*Our exclusive Position Sensitive Shock makes for a more comfortable ride under most trail conditions. It softens the ride in the middle of the travel, where you ride most, but firms-up when extended or compressed.*

## INDY 500 XC

*Our 500 XC can take you anywhere and always brings you back, with our proven, powerful case vent twin 500 engine. This year it has a wider 42.5" ski stance, a brighter headlight, and our exclusive ride-adjustable link Select JFS shocks. It also comes with the exclusive Position Sensitive Fox™ rear shock. One of the reasons why SnowTech magazine calls the 500 XC's XT8A-10 rear suspension the best overall stock rear suspension.*





*Tip-over Trailing Arms help you tilt with more control and a lot more confidence. Together with the XC-10 front suspension, they put more of the ski in contact with the trail while cornering.*

## INDY 600 XC SP

The 600 XC SP's throttle churns out more excitement this year. Largely because it gets more horsepower from a new lighter weight 600cc domestic case reed twin, Variable Exhaust System, and new Mikuni® flared carburetors. We've also given it a wider 42.5" independent front suspension, a new performance seat, and larger 12 gallon fuel tank. Look for it with our Indy XC-10 front suspension and 10.2" of travel, travel combined with our exclusive Position Sensitive Fox™ rear shock. Then take it out to beat the pulp out of a gust of wind or two.

XC-10

XC-10



## INDY 700 XC SP

*What can be said about the 700 XC SP with its durable, high-performance, domestic liquid-cooled engine?*

*How about that it's The 1999 Sled of the Year. That's what SnowGoer magazine said. And normally that would be*

*enough to rest on. Right? Not for us. This year, we've made improvements, like putting a quiet sound package under the hood, giving it a brighter*

*headlight, new performance seat, and larger fuel tank. Up front, it has a wider 42.5" ski stance to take advantage of its Indy XC-10 front*

*suspension with tipped-in trailing arms. And the star features from '99 return: The Polaris Position Sensitive*

*Fox™ rear shock, Fox™ front shocks, and the high-performance, 700cc liquid-cooled twin. Can you say 2000 Sled of the Year?*



# INDY 800 XCR

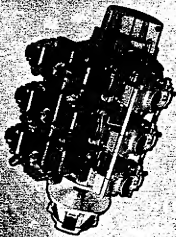
There are six good reasons why the 800 continues to push performance levels into the next millennium: triple cylinder and triple exhaust. In addition, it's approximately

20 lbs. lighter in the Gen II chassis, comes with easier to use controls, a new fuel performance, liquid-cooled disc brake and the Indy XC-10 front suspension with flipped-in

trailing arms. CRC, and 10" of travel. Our unique triple cylinder Variable Exhaust System, in addition, adds the multi-valve subport exhausts. And with the Throttle Position

Sensor, water temperature sensor, and fuel sensor, the 800 is the most advanced and sophisticated 800cc production 800 model ever.

The Indy 800 XCR is available in two versions: 800 XCR and 800 XCR-10. For more information, call 1-800-848-8000 or visit our website at [www.honda-motorcycles.com](http://www.honda-motorcycles.com).







WINTER'S MORE FUN WHEN YOU BRING

SOMEBODY ALONG. AND THIS YEAR, MANY OF

OUR TWO-UPS PROMISE MORE PERFORMANCE

FUEL ECONOMY AND A FEW MORE SURPRISES. THE

2000 SLEDS FEATURE THE NEW GEN II STYLING

AND CONTROLS AND A NEW HI-PERFORMANCE

BRAKE THAT PULLS NEARLY 60% EASIER. OUR

ELUXE TOURING PACKAGE FEATURES A SINGLE

SEAT POSITION AND A NEW 1000 CC, 100 HP

PASSENGER ORISE, OVERSIZED WIND SHIELD

AND, WITH LIQUID-COOLED MOTOR, A NEW

VISIBILITY PACKAGE TO PREVENT ICE-UP

MOVIES AND MORE. HUNDREDS OF OTHER



IT'S TIME TO PLAY  
IN THE SNOW

MAZDA



TWO-UP



## INDY 600 TOURING

Welcome to the fast lane of touring. The new, lighter 600 Touring releases approximately 15% more horsepower this year. It showcases our newest domestic twin crank engine with Variable Exhausts, with improved fuel economy at trail riding speeds. It also has a new hi-performance disc brake and the Indy XTRA front suspension for unsurpassed handling.

Other amenities include an electric start, reverse, composite skis, a plush Indy XTRA-12 rear suspension with 12" travel and Indy XTRA IFS with 9.5" of travel.

Put simply, it keeps you chasing horizon after horizon.

Our Deluxe Touring Package gives you a single lever fully adjustable bar/seat, adjustable passenger grips, oversized in-seat storage. On liquid-cooled models, it also features a high visibility buckrest light, hand wind protectors, and heated passenger grips.

Even night handsets will appreciate this feature. Left-hand controls make your ride more comfortable and give you just as handling.



## INDY CLASSIC TOURING

The liquid-cooled 500 Classic Touring is now even classier, with new Gen II body style and controls. We've added the new high-performance disc brake this year, too. Popular returning features include the deluxe touring package, electric start, reverse, composite skis, mirrors and the XTR4-12 suspension with 12" of travel under you and 10" up front.

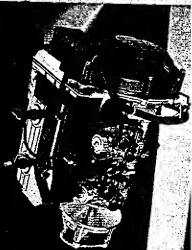




## INDY TRAIL TOURING

Our Trail Touring slingshots ahead this year, with the addition of our mono fuel efficient and powerful 550 fan-cooled, cylinder reed powerplant. It also carries the new Gen II body style and controls, plus a new, more torque hydraulic disc brake and comes standard with a great two-up touring package, electric start, reverse, and more. **XTA 155 with 42-54 skis.**

Our fan-cooled, cylinder reed 550 engine with improved fuel economy puts a lot more horses under the hood of our Sport Touring and Trail touring sleds this year.



## INDY SPORT TOURING

Indy Sport Touring is so much more powerful. It turns like a hot knife through butter. It's got 190 hp and 190 ft.-lb. of torque from a 3500 cc engine. It also has a new 136" track for better traction and new 17x14-10 rear suspension with 9.5" of travel. Like last year, it still sports a lot of extras like a triple disc quick-shift, low oil light, suspension monitoring, reverse, a 41" ski stance and a torsion bar.

## INDY WIDETRACK LX

The WideTrack LX has a reputation for being the hardest working sled on snow. This year it works even harder, with new wide 30 skins for better flotation and handling. It has a brighter headlight. And still carries the reliable 480cc liquid-cooled engine, along with 14hp transmission with reverse, electric start, and a 20" x 156" track designed for unequalled performance.



UP HERE, YOUR LUNGS WILL GIVE OUT

BEFORE YOUR  
SLED DOES.



NO AIR? NO PROBLEM. YOU'VE GOT ONE OF

THE POLARIS MOUNTAIN MACHINES, THE BEST

SELLING MOUNTAIN MODELS IN THE BUSINESS.

THIS YEAR THERE ARE IMPROVEMENTS THAT

MAKE THE HIGH LIFE EVEN BETTER. ON MANY

MODELS, WE'VE ADDED HIGHER HANDSETS.

MOUNTAIN BARS, HOOKS AND BAR

FIRST-OFF-SET SKIS. ON SOME MODELS EVEN

YOU TO QUICKLY ADJUST

38.2" TO 39"

MIL

DESCRIPTION

WE HAVE A NEW UNIQUE

LIQUID

DEEP SNOW





Our new wiring harness and fuel  
injecting system is new. The mechanical  
fuel injection system is new. The  
fuel injection system is new. The  
fuel injection system is new.

## INDY 800 RMK

The only thing that compares to the brand new 800 RMK is a Rocky Mountain run on steroids. The perfect blend of power and maneuverability. It combines our new case need, diagnostic twin 800 engine and 40mm Mikuni® flapside carb with a low octane fuel switch, Can II styling and controls, higher handlebar with mountain bar and footrest, and an adjustable 14" stance. The sets are also 1/2" narrower outside and 1 1/4" wider inside, for improved seating and handling. It even has a turn of fuel pump, electric cooling system, 2200psi hydraulic system, 12" of travel.

POLARIS

RMK

INDY 800 RMK

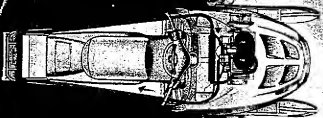
1000

POLARIS

XC-10

# INDY 700 R/MK

The 700 R/MK, SnowWest's '98 and '99 Mountain Muscle Sherd of the Year, is still the king of the hill. And this year it has a higher leaderboard with mountain bar and hooks, new offset skis, the Indy XC-10 front suspension and a quiet sound package that doesn't sacrifice performance. You'll also find the new XT94-like rear suspension with 12" of travel, a new performance seat, longer fuel tank, adjustable ski stance, 1.75" or 2" deep lug track, new tunnel roll back gripper/de-ice/skiing system, and the new 12-horsepower twin cylinder with Alurate Compensating Carburetors. As if all that wouldn't help you reach the high mark, it's also 16 lbs. lighter this year.



## INDY 600 RMK

SnoWest magazine named the 600 RMK the '98 and '99 Mountain Sled of the Year. Now for 2000, it's even better. Following in the tracks of its big brothers, it too features a higher handlebar, mountain bar

and hooks, unique off-set skis, quiet sound package, Altitude Compensating Carburetors, and the

XT04-Lite rear suspension with 12" of travel. We've also given it a new performance seat with a larger fuel tank, adjustable ski stance, our new tunnel roll boot gripper/de-icer cooling system, a 1.75" deep lug track, and it's 16 lbs. lighter.

## INDY 500 RMK

Our new, 12 lbs. lighter 500 RMK has a lot to brag about on its way to the summit. Its new 500 cose reed twin will approximately 18% horsepower improvement and a 136"

track with 1.5" deep lugs powers it up the hill. It rides

easier with a higher handlebar, new Gon II styling

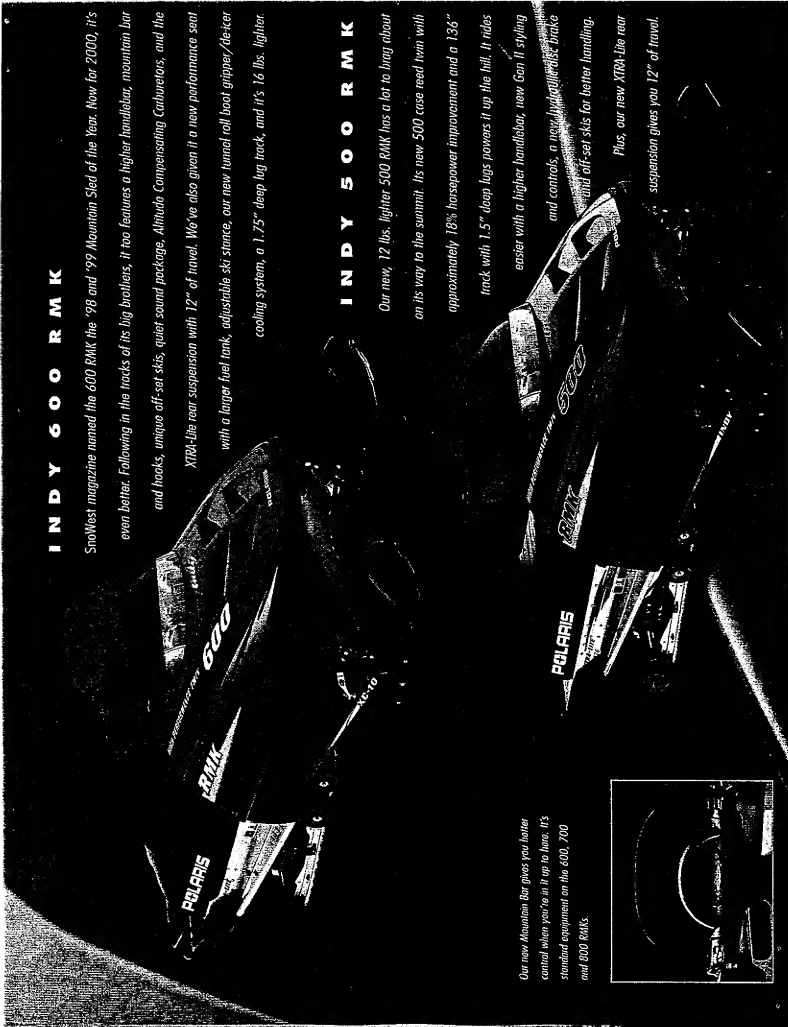
and controls, a new hydraulic disc brake

and off-set skis for better handling.

Plus, our new XT04-Lite rear

suspension gives you 12" of travel.

Our new Mountain Bar gives you better control when you're in it up to here. It's standard equipment on the 600, 700 and 800 RMKs.



## INDY 700 SKS

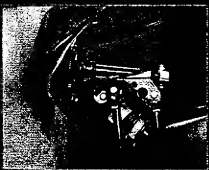
The list of things that makes our case reel 700 SKS popular with its fans just got longer. It has a higher handlebar this year, and quieter sound package. The new Indy XC-10 front suspension, the Controlled Ride center handling package, and a 42.5" skt stone.

## INDY TRAIL RMX

The Indy Trail RMX remains the deep snow favorite among fan-cooled fans. This year it has a higher handlebar for better control. The powerful 550 cylinder reel engine is standard. With Altitude Compensating Carburetors, 1.25" deep lug track, and a rotated chain case to keep your center of gravity low.



This year, the skt source adjusts on many RMXs. It lets you adjust the handle and lets you customize your ride to varying conditions.



SOME PEOPLE DREAM  
IN JUST WHITE.



FORGET ABOUT SEMI-TRAILERS. THE NEW *STREET*

**COLOR. FOR THE TRUE SLED ENTHUSIAST.**

THE WHITE STUFF IS BEAUTIFUL ENOUGH.

**RIDE OUR 500 CLASSIC, 45TH**

ANNIVERSARY 600 CREW 700 JC DELUXE

AND YOU'LL SEE WHAT WE MEAN. THEY

**HAVE THE POWER TO PROPEL YOU**

**THROUGH WINTER WONDERLANDS,**

**WITHOUT FORGETTING CREATURE COMFORTS**

北極星  
POLARIS

1995-1996

# TRAIL LUXURY

700 XG

9068

100

7

## INDY CLASSIC

The liquid-cooled 500 Classic returns with a new look, lighter weight, and a new attitude this year. Along with its 488cc

liquid-cooled heart, it features our new Gen II styling and controls, electric start, reverse, electric fuel gauge, and

a new hi-performance disc brake that is nearly 60% easier to pull. It also has the XTRA-12 front and

rear suspension and composite skis with EZ Shoer carbide runners for effortless steering.

## 45TH ANNIVERSARY INDY 600 XC DELUXE

One of our 45th Anniversary Special Edition models, the 600 XC

Deluxe is specially prepared to fuel you into the next millennium. It features our high-performance 600 case reed twin engine. Then it

sports the 45th Anniversary package graphics, tipped-in trailing arms, the Controlled Roll Center handling package

(CRC), a quiet sound package, reverse,

electric start, electronic fuel gauge, larger fuel tank,

and new performance seat, too.

500 Classic

POLARIS

600 XC  
DELUXE

POLARIS

500

## 45TH ANNIVERSARY INDY 700 XC DELUXE

The 700 XC Deluxe is also appropriately one of our 45th Anniversary models. It's completely new for the year 2000. And it completely dominates everything it meets on the trail. Equipment includes our exclusive driver controlled electronic adjustable shock, new Gen II body with 45th Anniversary package graphics, a new quiet sound package, and even road 700 domestic twin engine. Handling the power is also easy, with tip-in trailing arms behind a 42.5" stance on composite skis. And XTR4-12 rear suspension, reverse, on electric fuel gauge and mirrors are all standard.

Only on the 700 XC Deluxe, this handball switch lets you adjust the compression damping on our exclusive electronic front track shock by up to 400%. Instantly, you're perfectly tuned to conditions, for maximum handling and comfort.

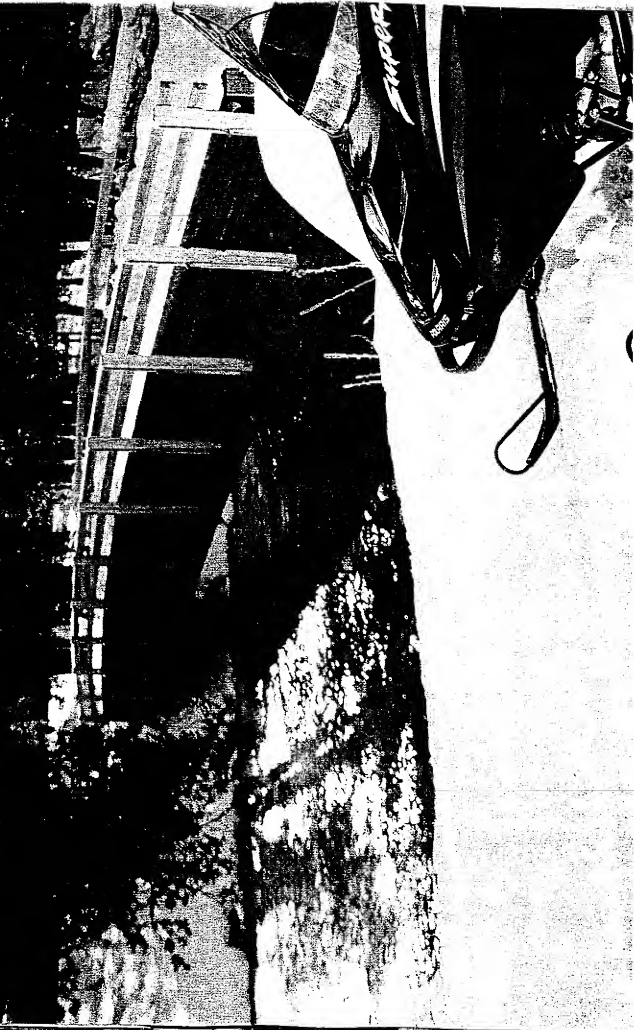


Push XTR4-12 suspension is the way to ride in comfort. It gives you a full 10" of travel up front and 12" fully coupled in the rear. Front and rear shocks let you adjust the ride just the way you like it.





IT'S WINTER. THE DAYS ARE SHORTER.  
MAKE THE MOST OF THEM.



THE DAYS ARE SHORTER, SHADOWS ARE

LONGER AND WHAT'S KEEPING YOU

LOCKED-UP

CHOISE ANYWAY? JUMP

ON A POLARIS AND YOU'LL BE SET FOR

NIMBLE AND QUICK YO

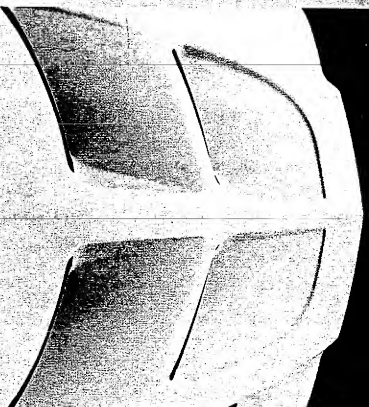
**POLARIS**

WINTER TEMPERATURES, WE'VE

STAYED

MOBILE WITHIN

TRAIL SPORT



## INDY TRIUMPH

It's the new Indy Triumph and you can't resist it.

This little Indy Triumph has got a little more going for it than just a good look. The Indy Triumph features a

new 1200 cc. 4-cylinder engine with composite s/s. Underneath, you'll also

find a new 1200 cc. 4-cylinder engine with composite s/s. Underneath, you'll also

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Indy 500 snowmobile is the most powerful, fastest, and most maneuverable snowmobile ever. It's the only snowmobile that can handle the toughest terrain with ease. It's the only snowmobile that can handle the toughest terrain with ease. It's the only snowmobile that can handle the toughest terrain with ease.

INDY 500

INDY  
SUPER SPORT  
550

POLARIS

ATV-40

POLARIS

## INDY SUPER SPORT

comes in a blue blur, too. It has a 550cc, 4-cylinder, 160-hp engine and a 10.2" of rear travel.

travel and 10.2" of rear travel.

INDY SUPER SPORT  
(color option)



INDY 340 DELUXE

Once again, the Indy 340 Deluxe is the love story of the season. It's the only motorcycle in the world that's been named "Motorcycle of the Year" by the Motorcycle Industry Council. It's the only motorcycle in the world that's been named "Motorcycle of the Year" by the Motorcycle Industry Council. It's the only motorcycle in the world that's been named "Motorcycle of the Year" by the Motorcycle Industry Council.







In 1954, Polaris Industries Inc. began marketing snowmobiles and firmly established its reputation for quality, innovation and customer satisfaction. Today, at over \$1 billion in sales worldwide, Polaris has corporate and sales offices in Minneapolis, a wholly owned subsidiary in Winnipeg, Canada and engineering, manufacturing and distribution facilities in Minnesota, Iowa, Wisconsin and South Dakota. Snowmobilers who ride the best have chosen Polaris for more than four decades. Innovative features and leading-edge engineering have made Polaris the overall leader since the company's first sled broke trail.

Independent Front Suspension (IFS), long travel rear suspensions, progressive comfort features, and superior engines have forged the Polaris legend. After 45 years on the snow, Polaris remains the choice of those who ride the best. Since introducing its off-road vehicles (ATVs) in 1985, Polaris has set the



standard with innovative features and superior performance including Automatic Polaris Variable Transmission (PVT), full floorboards, and single lever hydraulic disc brakes on every Polaris ATV. 2WD and 4WD sport and utility models are available with a choice of 2- or 4-stroke engines, and the Polaris On Demand Four Wheel Drive gives

4WD & 6WD models the most traction available from an ATV & Off-Road Vehicle. For almost 15 years, those who ride the best on the job and on the trail have chosen Polaris ATVs. In 1997, Polaris created a new class of vehicle with its unique Polaris RANGER. For the hunter or sportsman, at home, on the job or on the trail, the Polaris RANGER with its side-by-side cab seating easily handles heavy work with its powerful Polaris 500



engine, automatic transmission, and true 6-wheel-drive traction. Polaris retained fun on the water when it introduced its first watercraft in 1992. The finest power, performance, and comfort features make Polaris watercraft the choice of solo riders, families and winning racers. Domestically produced 2- and 3-cylinder engines power smooth-handling two, three and the first ever four passenger models that carry the family or two a skier. Polaris' exclusive performance features have powered the PRO 785 to World and National Championships. Whether headed for a checkered flag or a slow lunch, everyone riding a Polaris watercraft is a winner.

The talented team developing the new Victory motorcycle started with a clean sheet of paper. No copying, no fake yaks, no covering up the heart and soul of the bike.



As the V92C hit the streets in 1998, its big 92-cubic-inch V-twin engine stands proud and in its first year was named "Best Cruiser" by Cycle World magazine. The Victory suspension and chassis deliver responsive handling no other cruiser can match,

and the styling has "American cruiser" written all over it. It's time to be a newcruiser and a leader, but the new Victory motorcycle is just and much more. The best way to enhance the Polaris riding experience is with genuine Polaris gearheads and accessories. Polaris clothing and accessories are

developed and tested to the same rigorous standards as the Polaris products they enhance and are made of the highest quality materials. Polaris riding apparel provides the ultimate in comfort and protection for riders in all conditions, and stylish sportswear lets Polaris riders show they "Ride the Best." Genuine Polaris accessories provide riders with extra comfort and add to the versatility of their vehicles.



All riders please wear your seat belt. Always wear a helmet and other safety apparel.



POLARIS